

REMARKS

Claims 11, 13-14, 16, 18, 20 and 22 are rejected under 35 USC 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter that Applicant regards as the invention. The claims have been cancelled.

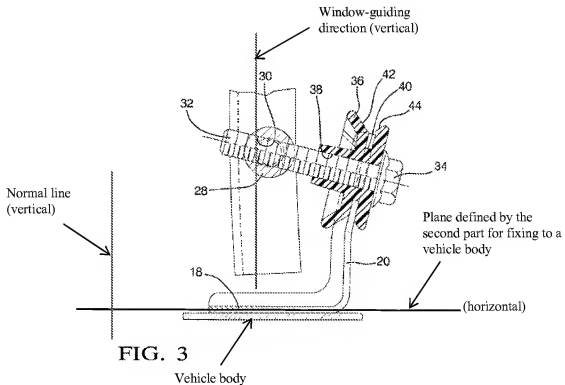
Claims 1-23 are rejected under 35 U.S.C. 102(b) as being anticipated by Dedrich et al. Dedrich et al. does not disclose a bracket defining a single plane for fixing to a vehicle body, and a normal line substantially perpendicular to the plane that is inclined relative to a window-guiding direction.

Dedrich et al. discloses a bracket 18 mounted on a vehicle door, the bracket 18 including an upstanding leg 20. A guide rail 16 extends vertically. A headed stud 32 is received in a threaded nut 18 welded to a glass run channel 14, and the headed stud 32 includes a hex head 34 received in an opening slot 22 of the bracket 18. The Examiner is calling the headed stud 32 the first part for fixing to a rail and is calling the bracket 18 the second part for fixing to a vehicle body.

First, the headed stud 32 and the bracket 18 do not define a lug as claimed. Dedrich et al. also does not disclose a lug including a second part defining a single plane for fixing to a vehicle body and a normal line substantially perpendicular to the single plane that is inclined relative to a window-guiding direction. In Dedrich et al., the bracket 18 includes two portions: the portion that is fixed to the vehicle body and an upstanding leg 20. Only the portion that is fixed to the vehicle body can be interpreted as a part that defines a single plane for fixing to a vehicle body (see below). This part is welded onto the lower rear corner of the door (column 1, lines 61 to 62). As the upstanding leg 20 is not for fixing to a vehicle body, the upstanding leg 20 cannot be interpreted as the second part.

The single plane is a horizontal plane, and the normal line to the single plane is vertical (see below). The claims recite that the normal line is perpendicular to the single plane, not that the normal line is perpendicular to the guide rail. Therefore, even taking the interpretation that the guide rail is slightly curved which results in many “normal lines” along the path of the window guiding direction, the single plane has only one normal line (see below).

Dedtrich et al. discloses that the window guiding direction is vertical and that “a vehicle door has a glass run channel extending vertically to guide vertical movement of a window glass” (column 1, lines 26 to 28). Therefore, the window guiding direction refers to a single direction (see below). In Dedtrich et al., the normal line is vertical (as it is perpendicular to the horizontal plane), and the window guiding direction is vertical as disclosed. Therefore, the normal line and the window guiding direction are substantially parallel, and the normal line cannot be inclined relative to the window guiding direction as claimed. The claimed invention is not anticipated.



No additional fees are seen to be required. If any additional fees are due, however, the Commissioner is authorized to charge Deposit Account No. 50-1482, in the name of Carlson, Gaskey & Olds, P.C., for any additional fees or credit the account for any overpayment. Therefore, favorable reconsideration and allowance of this application is respectfully requested.

Respectfully Submitted,
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Dated: February 3, 2009